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CLASSIFICATION	SECRET	
COUNTRY	Soviet Zone of Germany	25X1
REPORT NO.		25X1
TOPIC	Schoenwalde Airfield	25X1
EVALUATION	25X1	PLACE OBTAINED 25X1
DATE OF CONTENT	15, 17 and 18 February 1950	
DATE OBTAINED		DATE PREPARED 18 April 1950
REFERENCES	25X1	
PAGES	2 ENCLOSURES (NO. & TYPE)	
REMARKS	<p style="text-align: center;">RETURN TO CIA LIBRARY</p>	

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1. There was flying with twin-engine **aircraft with double rudder assembly** at the Schoenwalde (N 53/Z 65) airfield at about 10 a.m. on 15 February 1950.
2. The field was observed from the south and southwest between 11 a.m. and 1:30 p.m. on 17 February 1950, **a day with cloudless sky and good visibility.** About 40 single-engine low-wing monoplanes with in-line engines, of the same type as previously seen at the field, were parked in front of the hangars. Twelve of the planes were covered with tarpaulins while the remaining 30 were flown or had their engines revved up. Some single-engine low-wing monoplanes and five bi-planes were seen in two open hangars. No planes were parked in front of two closed hangars on the northeastern edge of the field. Twin-engine planes were presumably parked in those hangars.
3. Take-offs were made in a S-W direction, presumably on a runway. From 8 to 10 aircraft were in the air at the same time. Some planes with extended landing gear made local flights. **Others** practiced acrobatics or local flights, often flying in elements of two. Two planes took off in a formation. A third plane followed immediately. The three practiced formation flying for about 45 minutes and then landed, one after the other.
4. a. All the aircraft observed had rounded wing tips and the antenna rod on front section of cockpit. Only one plane, flying at a very high altitude, had angular wing tips.

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b. The following features were noticed for the first time: In both wings, close to the fuselage, was a hole about 1/2 thickness of the wing. The hole was divided into a large and a small aperture by a vertical wall. It might be the intake aperture for cooling air. The previously reported flap under the fuselage was probably the air exhaust flap. The horizontal tube under the left wing tip, observed before, was noticed on all planes. The previous statement that, instead of this tube, some planes had a long and dark tube under the **middle of the left wing, proved incorrect.** The dark tube was additionally fitted on individual planes. It was about half as long as

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the wing cord, was fitted on two vertical rods, about 20 centimeters long, and possibly had a perforated cover. The planes had two bombs under the fuselage, on both sides of the generator-like device. The tail unit and the rim of the bombs were recognized. Each bomb was about 1.5 times the length of the generator.

5. A reliable Schoenwaide resident stated that the single-engine low-wing monoplanes often released bombs over Kremmen Luch (N 53/Z 57). He also stated that the last officers' dependents had left the field settlement, as had been expected.
6. A biplane, very similar to the U-2, was seen over the field on 18 February 1950 from a great distance. It had a glazed long cockpit extending as far as aft of trailing edge of upper wings, compared with the U-2 type with an open cockpit.

Comment:

- a. The single-engine aircraft are IL-2s and IL-10s. According to previous information a ground attack regiment of the 2d Gas G. Div and a training regiment of the III Air Corps are assumed to be stationed in Schoenwaide.
- b. The special features observed on the ground attack aircraft are reported for the first time.
- c. Biplanes with closed cockpits have been repeatedly observed. The biplanes are probably a version of the IQ-2 type.

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